



PARTS OF IDITAROD QUADRANGLE

2000

The DIGHEMTM EM system measured inphase and quadrature components at five frequencies. Two vertical coaxial-coil pairs operated at 900 and 5500 Hz while three horizontal coplanar-coil pairs operated at 900, 7200, and 56,000 Hz. EM data were sampled at 0.1 second intervals. The EM system responds to bedrock conductors, conductive overburden, and cultural sources. Apparent resistivity is calculated from the 900 Hz data using the pseudo-layer half space model (Fraser 1978). The data were interpolated onto a regular 100 m grid using a modified Akima (1970) technique.

The map shows the study area in the Gulf of Mexico, bounded by 27°N to 31°N latitude and 87°W to 91°W longitude. Offshore windmills A, B, C, D, E, and F are marked with numbers 1 through 6. Windmill A is located near 29°N, 89°W. Windmill B is located near 28°N, 88°W. Windmill C is located near 27°N, 88°W. Windmill D is located near 27°N, 87°W. Windmill E is located near 28°N, 87°W. Windmill F is located near 29°N, 87°W. The map also shows the coastline of the United States and the Gulf of Mexico.

This map has been compiled and drawn under contract between the State of Alaska, Department of Natural Resources, Division of Geological & Geophysical Survey (DGGS), and Stevens Exploration Management Corp. Airborne geophysical data for the area were acquired by Fugro Airborne Surveys in 2000. Funding for the project was provided by the U.S. Department of Interior Bureau of Land Management (BLM). Laurel Burns was the contract manager for DGGS.

This map and other products from this survey are available by mail order or in person from DGGIS, 794 University Ave., Suite 200, Fairbanks, Alaska, 99709. Some products are also available in person only at the BLM's Juneau Mineral Information Center, 100 Savikko Road, Douglas, Alaska, 99824.

DESCRIPTIVE NOTES

The geophysical data were acquired with a DIGHEM[®] Electromagnetic (EM) system and a Sincrotr cesium magnetometer. The survey was flown at an altitude of 100 feet. In addition the survey recorded data from a radar altimeter, GPS navigation system, 50/60 Hz monitors and video camera. Flights were performed with an AS350B-2 Squirrel helicopter at a mean terrain clearance of 100 feet. The survey was flown in a SE (340°) survey flight lines with a spacing of a quarter of a mile. The line lines were flown perpendicular to the flight lines at intervals of approximately 3 miles. The flight lines were flown at a speed of 100 mph. The aircraft had to detour around populated areas.

DESCRIPTIVE NOTES

The geophysical data were acquired with a DIOHEM[®] Electromagnetic (EM) system and a Scintrex cesium magnetometer. The EM system was towed by a motor launch at depths of 10–15 feet. In addition the survey recorded data from a sidescan sonar, a GPS navigation system, 50/60 Hz time-series magnetic field measurements, and a real-time recording system on an AS308-20 Squirre helicopter at a mean range of approximately 100 m. The flight track consisted of parallel survey flight lines with a spacing of a quarter of a mile. The flight lines were flown perpendicular to the flight direction. The flight direction was indicated by arrows. The blank regions indicate an area where the Global Positioning System (GPS) receiver failed to acquire a fix. An Air Tech model GG24 NAVSTAR GLONASS Global Positioning System was used for navigation. The helicopter position was derived every 0.5 seconds. The horizontal accuracy of the GPS position was better than relative accuracy of better than 5 m. Flight path orientations were determined by heading angles of 166° (UTM zone 4), spherical, 1927 North American datum, using a central meridian (CM) of 159°, a north arrow pointing towards true north.

Positional accuracy of the presented data is better than ± 10 m.